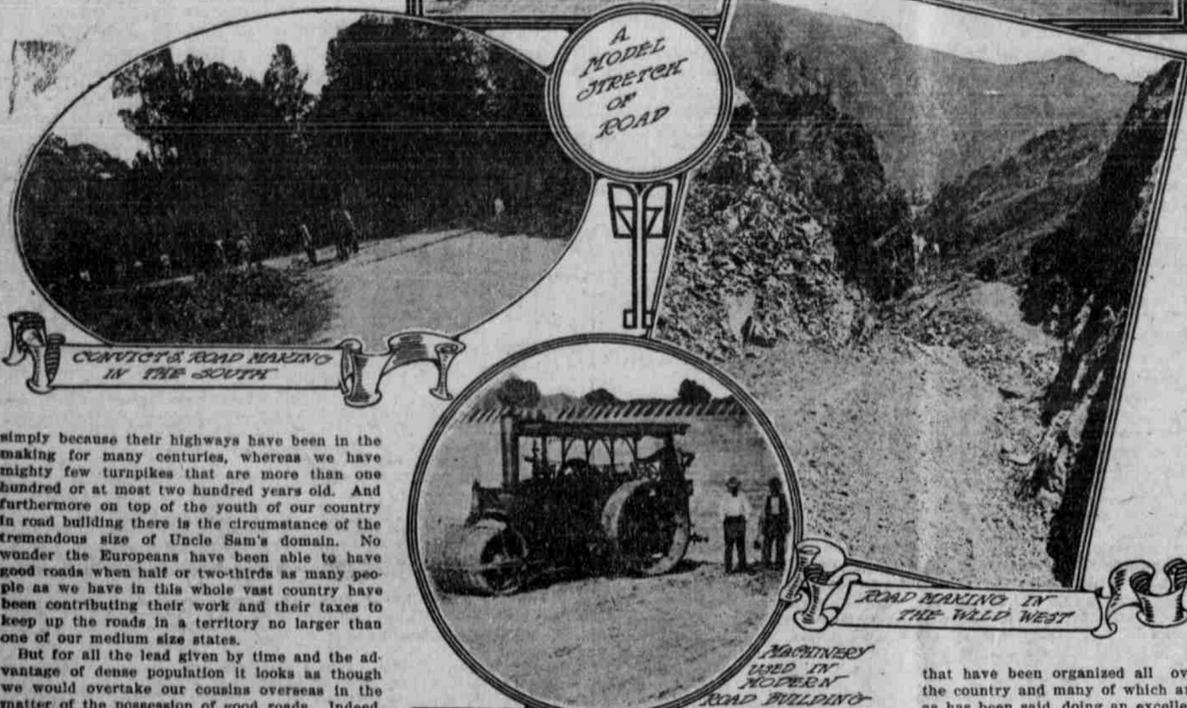


# CRUSADE for BETTER HIGHWAYS

If there is any field of public-spirited activity in the United States which stands out conspicuously above all others because of recent progress it is that which concerns itself with the betterment of our public highways. If anybody had predicted a few years back that the beginning of the second decade of the twentieth century would see so marked and widespread an improvement of the public roads of the United States he would probably have been laughed at by all save those few enthusiasts who were looked upon until a short time ago as "cranks."

This is not saying, mind you, that there is not much yet to be done to bring the highway system of this great land to the point where it ought to be and to maintain it there. We are still a very long way behind most of the countries of the old world—notably our sister republic of France—in the condition of our roads. But that is perfectly natural, not because the foreigners are any better road builders than we are, but



simply because their highways have been in the making for many centuries, whereas we have mighty few turnpikes that are more than one hundred or at most two hundred years old. And furthermore on top of the youth of our country in road building there is the circumstance of the tremendous size of Uncle Sam's domain. No wonder the Europeans have been able to have good roads when half or two-thirds as many people as we have in this whole vast country have been contributing their work and their taxes to keep up the roads in a territory no larger than one of our medium size states.

But for all the lead given by time and the advantage of dense population it looks as though we would overtake our cousins overseas in the matter of the possession of good roads. Indeed, even now in some states, such as sections of Massachusetts, there are roads as fine as anything of similar character on the other side of the big pond. The secret of this boom in road building in America lies in organization as well as agitation and the country is likely to see new fruits from both during the middle week of September when a "Good Roads Week" will be held throughout the United States. This week of "missionary work" is expected to stir up a goodly share of our people on the question of good roads and it is hoped that some of the new converts and the old will that week practice what they preach to the extent of lending a hand to the building here and there of stretches of "model road" that will serve as convincing object lessons.

"Good Roads Week" is going to be held in connection with the first annual convention of the American Association for Highway Improvement which will be held at Richmond, Va., and will be addressed by many of the most prominent men in the country. This national organization will, of course, be much in the public eye in this connection, but it is only one of scores of associations great and small that have been helping in this cause. There are state organizations and county organizations and even township organizations all over the country that have been supporting our national, state and municipal governments in what they have been doing for better roads, and the results attained prove what can be accomplished when a large number of people who are very much in earnest set out to all "pull together" toward a desired goal.

A good many people who have not looked very deeply into the subject have gained the idea that the motorists are more largely responsible than any other class of people for this dawn of an era of good roads. Now, it would not be right to disparage what the automobilists have done, which has been considerable in one way or another, but in the interest of the truth it must be pointed out that the one factor supreme in influence for better roads has been the wide-awake farmer. To be sure it is a fact, and a mighty significant one, that the largest and most powerful corporations in the country—business interests such as our biggest railroads and the steel trust and the Standard Oil corporation—are working energetically with the new American Association for Highway Improvement because they realize that anything that will help the condition of the country at large will help their business. At the same time it is the farmer class that are supplying the backbone of this movement just as they are of every other big movement affecting rural conditions and have been from time out of mind.

It is just as well to admit right here, too, that the average farmer who is going in hard for the cause of better roads is not devoting his time and his labor to the project on any fanciful sentimental basis. Of course, it contributes to his pride to see his farm bounded or bisected by a splendid road and he is gratified that the good folk who go past his door pleasure riding should have an easy pathway, but the great underlying impetus is found in the need of good roads to enable the farmer to market his produce conveniently and economically.

The average old-time farmer was prone to look upon bad roads as a necessary evil. He realized in a sense what a detriment they were to his interests, but he put up with the situation because he did not see any way out of the dilemma—at least not without more work than he could afford to give. Then along came the United States government, when rural free delivery commenced to be introduced, and declared that these rural mail carriers could not be placed in districts where the roads were not in fair condition. This did much to awaken the farmers to the situation, for every rural home prizes the boon of a daily mail delivery. And, at about the same time the farmers, who thus had their serious attention focused upon the good roads question, found, as they looked closer, that bad roads meant a hole in the pocketbook of every tiller of the soil. It began to be realized that if a farmer required the services of four horses and an entire day's time to get a load of produce to market via bad roads the loss to him was just as serious as though he had to accept a very low price for the yield of his acres. Herein is found the supreme incentive among many that has enlisted the progressive farmer in behalf of better roads.

One of the best things accomplished for the farmer by good roads is that it has broadened his markets. With rocky or muddy highways enforcing slow progress the average farmer was in the old days restricted to one market town—the one nearest his farm. Now with good roads he can in a shorter interval than was formerly required reach any one of several communities located in different directions. This enables him to attain the market where he can get the best prices. Similarly with good roads the farmer is not likely to be so restricted to one railroad for shipping facilities. If the road nearest his farm will not give him the cars he needs or otherwise play fair he most likely has some redress by driving across the countryside to a rival line. And the very fact that the introduction of good roads is destroying such monopolies has served to render the railroads more obliging to their farmer clients.

The new country-wide Highway Improvement association which is to hold its first annual congress in the near future will not seek to drive out or supplant the various good-roads associations

that have been organized all over the country and many of which are, as has been said, doing an excellent work within a more or less local sphere. However, the new national institution is designed to serve as a clearing house that will pass on all good roads schemes wherever they may originate and that will seek to bring together all the various local associations, harmonizing their aims and policies where in the past they have too often been working at cross purposes.

The United States government is back of this new national organization upon which public attention is now being focused. Indeed, the first president of the body is Uncle Sam's chief expert on good roads—namely, Mr. Logan W. Page, director of the United States office of public roads. And just here it should be noted that this public roads office—a branch of the United States department of agriculture—is doing a most important work for the cause of road improvement throughout the length and breadth of the land. For one thing, laboratories are maintained at Washington, specially equipped to ascertain which of these are best adapted to use in any specified locality or under any given conditions. Even more important is the work of the government bureau in building stretches of "model road."

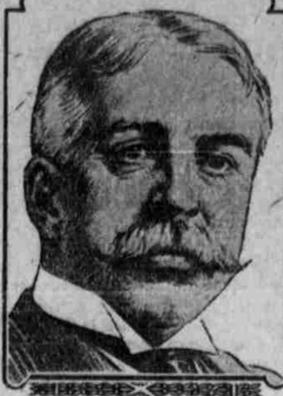
Under this plan of building model roads to serve as object lessons in the possibilities and benefits of highway improvements Uncle Sam sends his force of engineers and experts into any community which seems to need to be aroused regarding good roads and with their own helpers, or by means of a force of workmen recruited in the neighborhood they construct a mile or two miles of just the sort of road that is ideal for that particular district. How beneficial these object lessons are is proven by the fact that thousands of miles of good roads have been built in various parts of the country this past few years with these governmental "sample roads" as patterns. The showing made by rural roads "before and after" treatment by the government road doctors has prompted state legislatures, county commissioners, local boards of trade, farmers' granges and other bodies to appropriate money for a more extensive good roads campaign in localities that have thus had a taste of the benefits, and in some states, notably Delaware, wealthy men have paid out of their own pockets for long stretches of improved public roads for the use of the whole community.

## Busy Times in Minnesota

Those in charge of digging the state drainage ditches complain that they cannot keep men because the farmers grab the laborers to work in the harvest fields, says the St. Paul Dispatch. A Minneapolis man with an automobile tells how he was shanghaied by those who wanted a machine in which to ride to and from their work as burglars. It would seem as though no one is safe in these busy harvest times.

## PROMINENT PEOPLE

### LEISHMAN TO SUCCEED HILL



John G. A. Leishman was proposed to the German government by Washington as American ambassador, to succeed Dr. David Jayne Hill, who resigned last spring.

The United States asked whether the appointment of Mr. Leishman, who at present is American ambassador at Rome, would be acceptable to the Kaiser's government, through Count Von Bernstorff, the German ambassador at Washington. Mr. Leishman's name was submitted by telegraph to Emperor William, who was touring in the grand duchy of Mecklenburg. Emperor William, immediately on receiving the proposal of Washington, telegraphed his reply to the foreign office. The action taken is almost unprecedented in promptness.

Mr. Leishman's long service as a diplomat qualifies him particularly in the eyes of the emperor, who several times has spoken of the need of an experienced ambassador for the Berlin post and to his desire that no novice be sent there. It has been stated that Major von Kiderlen Waechter, the German secretary of foreign affairs, who has a personal acquaintance with Mr. Leishman, is much pleased with his appointment. The selection also is very acceptable to German society, in which Mr. Leishman and his family have many friends. Mr. Leishman's transfer was necessarily followed by other changes in the diplomatic service.

### GORDON-BENNETT CUP WINNER

Charles T. Weymann, winner of the prize cup at the Gordon-Bennett aviation race, was the sole American representative in this the principal international speed contest of the year.

Weymann was born in Haiti twenty-two years ago, and has lived practically all his life in France. He is much more at home speaking French than English. Called upon to respond to a number of flattering compliments that were showered upon him at an informal dinner after the race, the victorious American, after much hesitation, replied with the one word "Merci."

He is not a Don Quixote of the air, but has held records for speed, passenger-carrying and cross-country flights. On his wonderful overland flight from Paris, for 280 miles to Clermont-Ferrand, only dense fog prevented him from fulfilling the conditions of the Michelin prize of \$20,000 for flying with a passenger from the French capitol to Puy de Dome, a mountain 4,800 feet in height, within six hours. He was the only alman to start with the ill-fated Chavez for the flight across the Alps last autumn.

Weymann is the Good Samaritan of aviation. In several of the big country flights in France he stopped by the wayside to give first aid to fledglings with crippled wings and lacerated heads. On one occasion he halted in his breathless race across the country to carry a luckless competitor in his aeroplane ambulance to the nearest town. After losing his chances in the contest, Weymann philosophically resumed his flight. Because of his surplus of good nature, Weymann is a favorite with the flyers of all nations.



### COMMISSIONER OF PATENTS



Edward Bruce Moore, commissioner of patents in Washington, came prominently into the public eye the other day when the one millionth United States patent was issued.

Mr. Moore has worked his way up from the ranks. He entered the patent office as assistant examiner in 1883, and from that time served in various capacities until he was made commissioner, in June, 1907. He has spent twenty-eight years in the government service.

Edward Bruce Moore has had a wide and varied experience while serving Uncle Sam. Before he was appointed commissioner of patents he was assigned as special commissioner to the Paris exposition, in 1900. In the summer of 1908 he was appointed United States delegate to the International Conference for the Protection of Industrial Property, which was held in Stockholm, Sweden.

Later, in the fall of 1909, he acted as special commissioner of the state of Europe on international reciprocal patent protection. Then he served as delegate to the Fourth International Conference of American States at Buenos Ayres, Argentine, in the summer of 1910, in charge of matters relating to patents, trade marks and copyrights.

### GOMEZ A CUBAN MALCONTENT

Juan Gualberto Gomez is a Cuban malcontent who has been conspiring with others to have President Gomez impeached and to make a co-conspirator, Vice-President Zayas, governor of Cuba under American suzerainty. It is unlikely that he will succeed.

A little over ten years ago the United States undertook a costly war to free Cuba and when after some years of self-government the Cubans failed in the primary purposes of all governments—to secure the safety of life and property—this country was forced to intervene. When the last of our soldiers after the period of occupation left the island the statement was made on the floor of our national congress that if the United States were again called upon to intervene the American flag might never again be lowered in Cuba.

But in spite of this warning political plotting is going on in the island and, according to reports, with the object of bringing about United States intervention. Our government, however, gave assurances that it had no immediate intention of interfering in the affairs of Cuba, but the criminality of Juan Gomez is no less pronounced on that account.

The poison of political discontent and revolutionary plotting seems to pervade Latin America. Central America today is in a turmoil. Venezuela, in South America, after a respite from the years of bloody despotism under the iron rule of Castro, is facing another revolution. Mexico is in a transition stage from bloody conflict to uncertain peace.

